

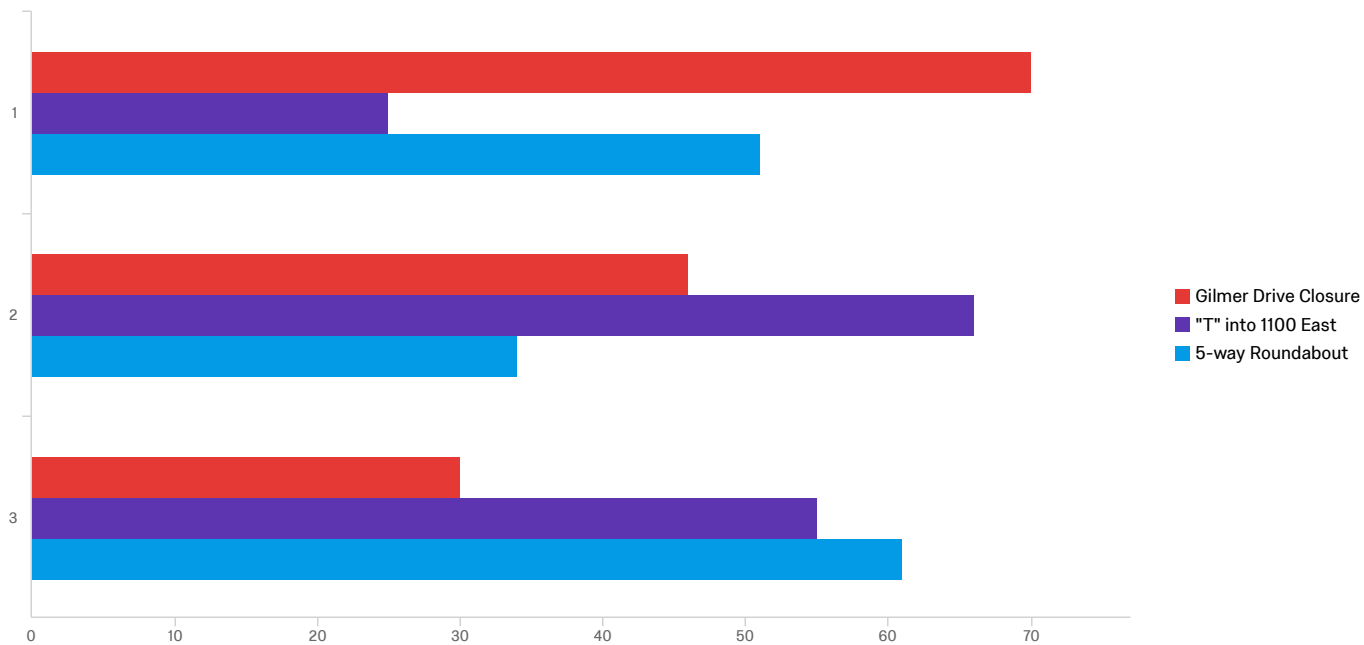
Default Report

900 South Reconstruction - "Pop-up" Intersections

May 1, 2018 8:59 AM MDT

Q6 - Drag to rank the three options explained above, from the most desired to least

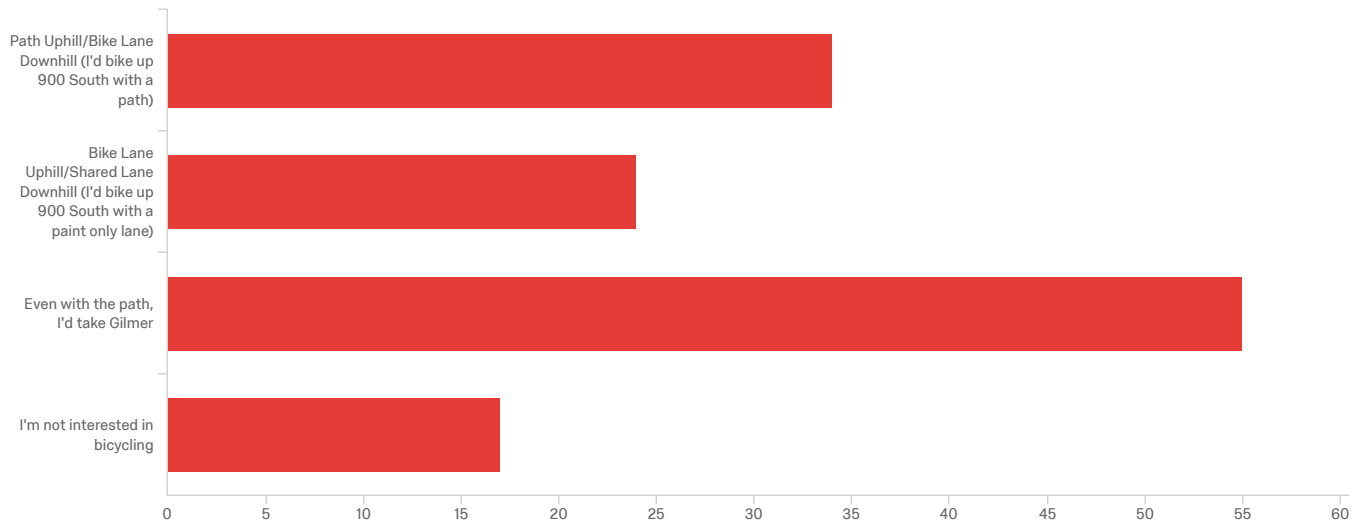
desired "pop-up" design you would like to see tested. To rank the listed items, drag and drop each.



#	Field	1	2	3	Total
1	Gilmer Drive Closure	47.95% 70	31.51% 46	20.55% 30	146
2	"T" into 1100 East	17.12% 25	45.21% 66	37.67% 55	146
3	5-way Roundabout	34.93% 51	23.29% 34	41.78% 61	146

Showing Rows: 1 - 3 Of 3

Q5 - After reviewing the possible designs, please choose the option you prefer the most.

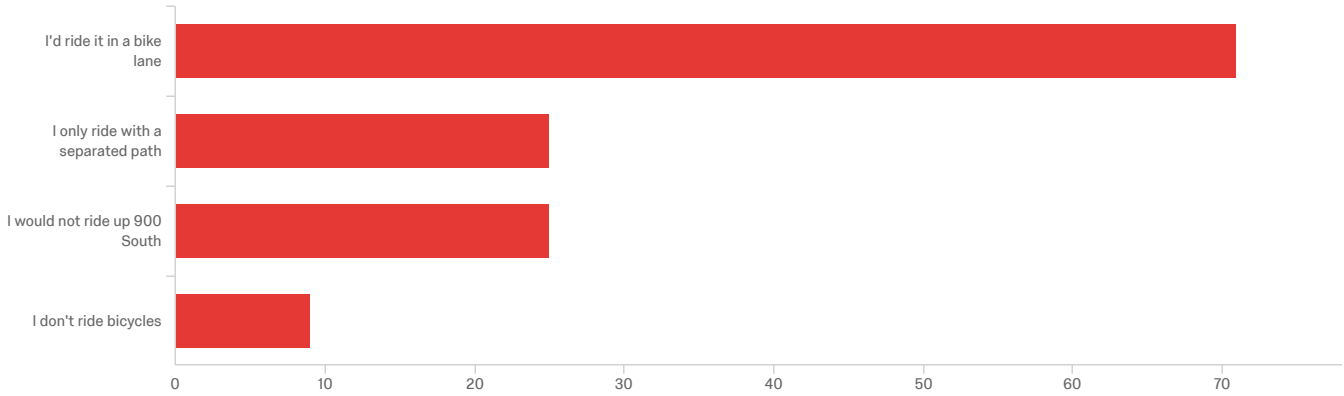


#	Field	Choice Count
1	Path Uphill/Bike Lane Downhill (I'd bike up 900 South with a path)	26.15% 34
2	Bike Lane Uphill/Shared Lane Downhill (I'd bike up 900 South with a paint only lane)	18.46% 24
3	Even with the path, I'd take Gilmer	42.31% 55
4	I'm not interested in bicycling	13.08% 17
		130

Showing Rows: 1 - 5 Of 5

Q7 - Now, envision yourself on an electric bike. It's easier to pedal uphill at 15-20 mph

without breathing hard. Would an e-bike let you ride up 900 South?

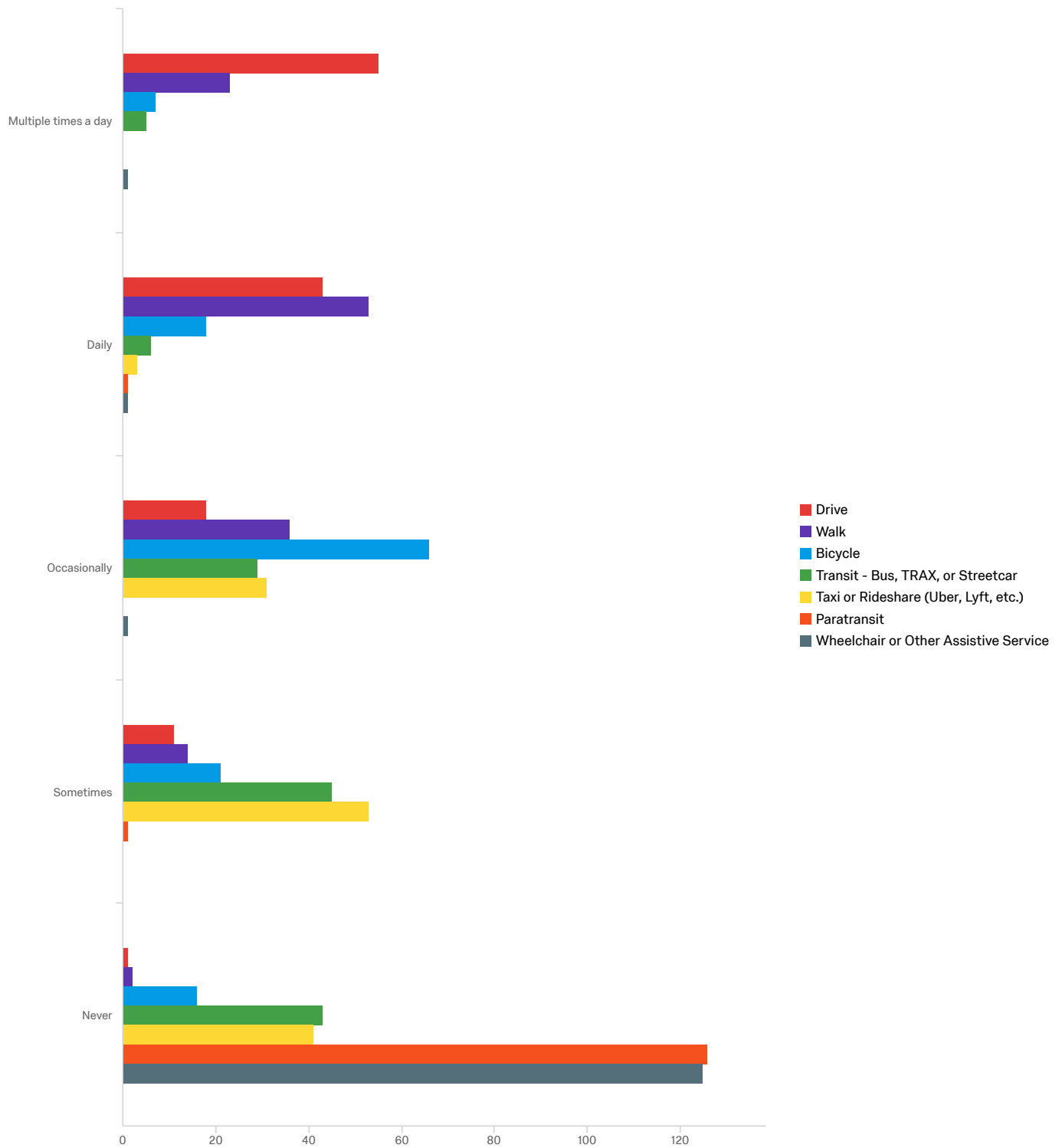


#	Field	Choice Count
1	I'd ride it in a bike lane	54.62% 71
2	I only ride with a separated path	19.23% 25
3	I would not ride up 900 South	19.23% 25
4	I don't ride bicycles	6.92% 9

130

Showing Rows: 1 - 5 Of 5

Q9 - Please tell us how you travel around Salt Lake City in a typical month.

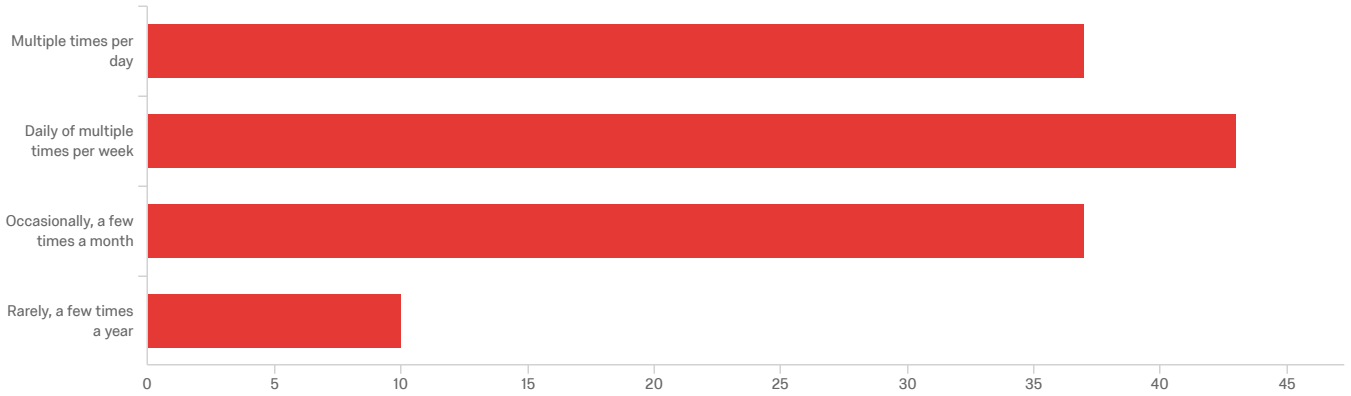


#	Field	Multiple times a day	Daily	Occasionally	Sometimes	Never	Total
1	Drive	42.97% 55	33.59% 43	14.06% 18	8.59% 11	0.78% 1	128
2	Walk	17.97% 23	41.41% 53	28.13% 36	10.94% 14	1.56% 2	128

3	Bicycle	5.47%	7	14.06%	18	51.56%	66	16.41%	21	12.50%	16	128
4	Transit - Bus, TRAX, or Streetcar	3.91%	5	4.69%	6	22.66%	29	35.16%	45	33.59%	43	128
5	Taxi or Rideshare (Uber, Lyft, etc.)	0.00%	0	2.34%	3	24.22%	31	41.41%	53	32.03%	41	128
6	Paratransit	0.00%	0	0.78%	1	0.00%	0	0.78%	1	98.44%	126	128
7	Wheelchair or Other Assistive Service	0.78%	1	0.78%	1	0.78%	1	0.00%	0	97.66%	125	128

Showing Rows: 1 - 7 Of 7

Q10 - How frequently do you currently travel on 900 South between Lincoln Street (950 East) and 1300 East?

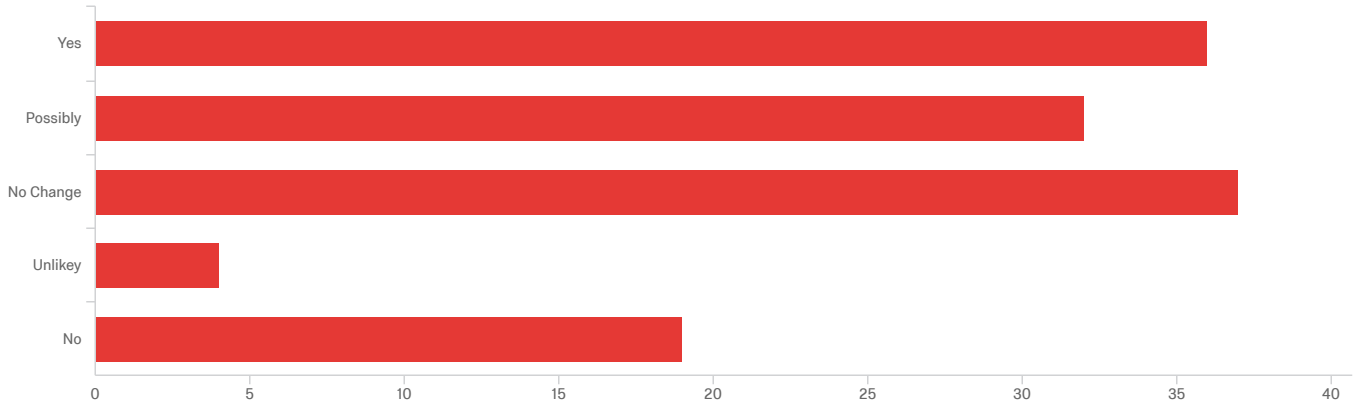


#	Field	Choice Count
1	Multiple times per day	29.69% 38
2	Daily of multiple times per week	33.59% 43
3	Occasionally, a few times a month	28.91% 37
4	Rarely, a few times a year	7.81% 10

128

Showing Rows: 1 - 5 Of 5

Q11 - Will these changes associated with the 9-Line Trail east of 900 East make you more likely to walk on 900 South?



#	Field	Choice Count
1	Yes	27.56% 35
2	Possibly	25.20% 32
3	No Change	29.13% 37
4	Unlikely	3.15% 4
5	No	14.96% 19
		127

Showing Rows: 1 - 6 Of 6

Q15 - Please let us know any additional thoughts, concerns, observations, or potential solutions as we consider the design options.

Please let us know any additional thoughts, concerns, observations, or pote...

Hi, I live in Gilmer Park and walk/bike just about daily. I also drive in and out of the neighborhood almost every day (getting to work, taking our 3 kids to different schools, etc.). I'm all for the upgrades, but I am concerned about each of the reconfiguration options of the 5 way intersection. Each of these will cause even more confusion/congestion than we currently have. I would opt to have the streets upgraded to concrete and we could cost-effectively make the intersection much clearer and safer by adding signage, bolstering the crosswalk with a lighted sign/flags, etc. Please, let's not close Gilmer or make any of these options exacerbate the confusion around this intersection. Honestly, none of these seem like an improvement or a safer option. They just move one area of confusion to another or will create congestion where there currently isn't.

The only safe way for a pedestrian to cross 900 south is with hawk signals with red lights for traffic. Cross walks are a good thought but do not feel safe with Utah drivers and the 900 south is too wide for a cross walk (with out a stop signal for traffic) to be sufficient.

Where is the none of the above option? How can you have a ranking system without it? By your rationalization, one of your ideas is the best rather than none of them are very good options. This is why you got push back before. That and presenters saying "yes, we have a bike path on 800 S but that's too far for bikers to get to from 900 S. But there is this option to do Gilmer." That's an even longer option. That makes NO SENSE and that is what is seriously lacking in these presentations. Common sense and critical thinking.

I don't like the T option to 11th E. It's too tight. I preferred moving the Gilmer outlet to 900 S

I ride my bicycle on 1100 E and am concerned about how to keep going north through this intersection.

I live on 900 south and 1600 east, and am an avid bike commuter and walk all over this neighborhood. I travel 900 south multiple times every day and I am excited about these improvements. I think that it is important to note that the issues at the intersection of 1100 E. and 900 S. are not necessarily an infrastructure issue rather an educational one. People simply don't remember drivers education and how to use a 5-way stop. I sincerely think that there is not a need for a major use of public funds to change the intersection. WE NEED TO REMIND PEOPLE HOW TO USE A 5-WAY STOP! I watch this problem every day. People stop at the stop line that is feet away from the the actual crosswalk and then inch forward, stop again, confuse other drivers at the intersection, and make a mess of things. I think public education, passing out pamphlets about how stop would do wonders. Making a major change like with the round about could just cause more issues with morning traffic. There is already a major mess with traffic and the Cafe Espresso in the morning. The round about would only make that worse. If a change must be made I think the most minimal change is the best option.

Closure of Gilmer at 11th and 11th would result in problematic heavy traffic on 12th E between Gilmer and 9th S. Can't we just leave the 5 way stop at that location?

Bicyclists use the sidewalks on 900 South fairly frequently. I would hope the additions of bicycle lanes - particularly headed west - would encourage people to keep bicycles on the road.

I am thinking that trying to cross a street with a round about would be very unsettling, maybe even perilous, when you factor in a steep grade leading into the intersection. Regardless of the intersection construction, I am not interested in being a pedestrian obstacle for a speeding cyclist. In evaluating my intersection design preference, I really am curious how many cars and other vehicles actually enter and exit Gilmer Drive? In evaluating the potential intersection designs, I hope that traffic is counted on the adjacent side streets, such as Michigan, Herbert, Yale, 1200 East, to determine changes in traffic flow associated with the designs. I think many drivers will turn onto a side street, rather than negotiate a roundabout.

The roundabout will be too confusing. The main problem here is Cafe Espresso. Their patrons block traffic, stop in the middle of 1100 E waiting to pull in the cafe. If the direction of their flow into the drive through it would make a huge difference. A lot of their lot is wasted because most of the lot is west of the drive through. Also if their staff told people not to block the road it would be helpful. Really it's in a terrible location. I like blocking off Gilmer the best

I like separate bike lane up 900 S. and shared downhill lane, so A & B together. People will bike up this with a trail and better pavement.

It's great the way it is, just plant sycamores like Michigan above 15th & the south side of East High. Trees are what make great streets & neighborhoods & combat pollution & global warming.

I cycle 800 south between 900 E and 1300 E regularly because it has a bike lane. Not sure why all this money is being spent to make another bike way on 900 S. Any bike way needs to be just as fast as the bike lanes or the majority of bike commuters will not take them.

I am a cyclist. I think it's absolutely irresponsible to expect the average person, family, or avid cyclist to choose to go up 9th S hill. If 9th S is suppose to be family friendly, then who in the heck would go up 9th S hill. It's also deceptive to include a question that will no doubt screw the data. If u had an electric bike would u go up 9th S. This is absolutely wrong! The average person doesn't have an electric bike, & offering one to rent just to go up a hill is really a wast of everyone's tax \$. The average person or commuter or avid cyclist will choose to go on a different street to get further east. Bike lanes have to make sense, they don't have to be expensive. The city already has a hard enough time maintaining the existing bike lanes (most r full of debris, especially in the winter (yes, I cycle in the winter), the road is often cracked and I'm forced to ride on the road, not in the lane. The taxes should be spent on maintaining what we have, this in itself would provide better safety for the rider & peace of mind for drivers. I would luv to have actual real data on how many cyclists go up 9th S. LET's not impact businesses by creating something on 9th south that is contrived instead of making sense. 9th S is special cuz of the mom & pop shops. Let's impede how customers get to businesses. 9th S isn't just for the walkers, others visit too & won't if they can't park, can't get their coffee at their local business, can't go to their vet, etc.

These ideas are a disaster. A few months ago the proposal was circulated to curve Gilmer into 900 South (instead of 1100 East). That makes tons more sense than any of the options currently being floated. A roundabout and a Gilmer T into 1100 East would make things worse than they are. And there's no way anyone other than a hard-core biker is going to ride up 900 South. They just won't. Direct the people up Gilmer and save the money you would use for an enhanced bike lane up 900 South.

I think 900 S. and 800 S. should be one way only

It's not hard to walk on 9th S now. The reason people bike gilmer is to manage the grade. You can't really do anything about that. Save the money & fix the potholes on the streets. At most, just add a bike lane on 9th S.

It would be nice to lengthen the east bound turn lane up 900 south turning left onto 1300 east. There does not need to be an immediate shift to two lanes going west on 900 south. Thus change eould make the morning much safer and efficient. Doesn't seem that expensive to re-paint some lanes. The traffic going left or straight clogs the other up- add high school pedestrians and it gets pretty dangerous.

Pedestrian/bike light at Gilmer and 1200 E for those traveling into the Douglas neighborhood

Gilmer is a great street to walk or ride... let's keep it open for that!

I think it would be great if the trail system linked with the trails in Liberty Park. I think its important to provide places for bikers to lock up their bikes along the trail.

I think 8th and 9th are both just too steep to be viable bike routes, I generally try to go way up north of 4th or down south of 13th if I want to bike east, or hop a trax ride up.

I believe the best option for the 5-way stop is to keep it as it is. I have lived in the neighborhood for 20 years and drive that intersection at least 2 times daily. While some drivers become a bit confused the first time they come upon it (mainly those driving North on 1100), it is an easily negotiable intersection. I have seen no accidents at that intersection caused by the 5-way stop. Thus, I see no legitimate reason to change its configuration. In fact, I see significant problems with each of the three proposals to change it. (1) The round-a-bout is expensive and may cause traffic problems b/c of the coffee shop patrons. (2) The "T" would certainly cause a more dangerous condition and create more congestion than the current design. As merely one example, people will not be able to make a left-hand turn on 1100 S. from the "T" b/c of the coffee traffic in the mornings. As another example, no one will be able to make a left onto Gilmer from 1100 S in the mornings for the same reason. Moreover, a driver who wants to go from Gilmer to East-Bound 900 South, would have to cross 2 cross-walks (rather than one) in a very short distance which will certainly lead to a greater likelihood of not seeing pedestrians/bikes. (3) As for the closure of Gilmer, it would be an inconvenience to everyone living in that section of the neighborhood. If it were a dangerous intersection, I might be able to see closure as an option. But it is not. The City should leave the intersection as is. It is a unique street and adds to the character of the neighborhood. None of the options (except perhaps closing it) will create a better or safer intersection.

All of these plans are not necessary in anyway. Flashing crossing signs on 900South more cross walks.

I would not ride an e-bike.

That is an expensive design when bicyclists will not bike it - too steep.

Either the roundabout or closure with ped/bike access needs to happen. The t-intersection is not an improvement as this intersection will be incredibly close to 900 south and ultimately won't solve the main issues.

It looks like all of these options make turning south on 11th difficult for eastbound traffic. Mostly I see people continuing East or turning south from that direction.

There is nothing East of 1100 East for me to visit. We walk down 11th then down to 9&9.

I regret that I have to choose the bike lane over bike path because of cost which would mean less money for more bike lanes.

I really liked the original plan that was nixed, but this should work as well. I really like that you're prioritizing bicyclists, pedestrians, bus routes and EMS in a fiscally responsible fashion. I've been to both of the Tracy Aviary events and I'm a homeowner. Thank you for considering my thoughts, interests and concerns!

I honestly think that the simplest and cheapest change would fix the entire problem: Move the south side (by the coffee shop) east-west crosswalk to the stop sign. That way cars won't be tempted to stop twice and block Gilmer. It would give left turning cars an opportunity to stop if they start going while a pedestrian is there. It would be the safest option for the pedestrians who cross this intersection. We need pedestrian cross walk lights at the 5 points intersection, too, please. Also, nobody knows which lane to use to turn onto Gilmer. Can we have some signs that tell us? Seriously, this would solve the entire problem. Give people directions and they'll know what to do. It's too ambiguous as it is.

Concerned about traffic on 1200 east if Gilmer closed- possibly make it one way

Look at Amsterdam bike paths at roundabouts and stop lights. Bikes don't stop and it flows well

5-way traffic signal at Gilmer/900 South/1100 East?

I think the round about at the intersection is a no brainer from a safety and flow perspective. It costs more but all other options have major flaws and if you don't do the round about you should leave the flawed but acceptable current intersection alone as it is better than blocking the street and better than a T-option (you never allowed the current design used for decades as an option as another possibility). In terms of bikes, most bikers - even fit ones - ride up Gilmer as it is prettier and less busy while 9th is steep and less pretty. Save some money there and put it into the round about. Riding down is irrelevant to have a lane as it takes a few seconds and I ride down it all the time with out issue.

The T into 1100 East option will have as many problems with Café Espresso traffic as a roundabout. Getting out onto 1100 East from Gilmer in the morning with a line of people to turn into Café Espresso would be very difficult. As it is, it is always hard to tell who is stopped at the stop sign on 11th East and who is waiting to turn into Café Espresso. The stop sign on 1100 East has long been a problem. People don't know whether to stop at the sign or the cross walk, some stop at both. I've often thought the problem could have been solved by painting blocks to represent the crosswalk instead of a line. I don't think anyone would stop at the blocks.

A merge of option A and B for the bike lanes on 900 south. South/uphill side has the separated path style. North/downhill side has the shared bike lane.

I LOVE the idea of the roundabout on 1100 East and 900 South. I've been wishing for this for YEARS! I've travelled in Europe many times and the roundabouts make traffic more fluid, take less time, and for a five-way stop take away the confusion. I HOPE HOPE HOPE that this happen!! As for the bike lane, personally I don't know why this hasn't been considered for 800 South instead of 900 south, where the road is much wider and curbs wouldn't have to be changed. There already is a bike lane there, and a decorative barrier could be placed in the middle of the road. The path could be funnelled into 900 South at a logical point where it wouldn't be a huge change to the neighborhood (by the bike store perhaps), so it could connect to Liberty Park eventually. Putting a bike path on 900 South on a narrow road where so much traffic goes in and out of the East High parking lot, with a lot of newby drivers in high school and busy parents who drive sort-of crazy twice a day, seems very dangerous. Also, 800 South already has two pedestrian lights that can slow down traffic, and does. In fact, it would seem logical to turn onto 900 South from 800 South at 1100 East where there is a signal already, so that there is much less construction cost to the city, both in terms of lights that get put in, curbs that get changed, and possible danger to bicyclists. As a person who lives in the area where all of the changes will be made, I can testify to how crazy the driving can be on 900 South, particularly when school gets in and out. The students cross the road at many locations, not just at signals. Both they and the cyclists will be endangered during those times.

I am all for a more walkable neighborhood, and alternative modes of transportation. However, 9th & 9th remains both a residential neighborhood and a commuter destination. Evening parking and driving are already causing stress to many residents of the area, including myself. Currently the islands separating the lanes on 900 S at 9th & 9th serve as blockers to vehicles trying to get around a car waiting or attempting to park, and I have seen numerous dangerous U-turn maneuvers happen as commuters desperately attempt to try and park, or head in the right direction. Reducing the ease of travel and potentially parking in the area will only increase these problems, especially as a new mid to high density residential project (with not enough parking) is placed right at the main intersection. Best case scenario, commuters begin to infill into the residential neighborhoods surrounding 9th & 9th and residents who live on these streets are faced with highly trafficked streets, no parking, and increased noise pollution. One day just a week or so ago sent a detour off 9th East through my neighborhood and we were met with speeding commuters traveling far too fast and loud through our neighborhood with increased danger to the residents, children, and dogs that normally enjoy our streets. Again, let's make these streets more accessible to multiple modes of transportation, but unfortunately we cannot do it at the expense of worsening automobile traffic. Not until the culture of this city is one that actually walks, drives, bikes, etc.

Street improvements for 9th and 9th area - new bike lane problem on McClelland Drive to 1300 East stretch. McClelland Drive to 1300 East stretch with separate one way lanes (shown below) is probably a good idea because of the steep incline in this portion of the trail. However, the downhill portion is a horrible suicide track where poor cyclists will be taking their chances zipping between parked cars (beware of opening doors) and cars going downhill (speeding all the time). I am not riding this section downhill on the North side of the street. I will take the protected trail on the South side of the street with my kids (possibly upsetting some law-abiding folks working their way uphill). Separation is a good idea, but please make the trail protected from cars or we will NOT ride it. Surprisingly enough, your conceptual rendering shows a bike going downhill on the south side of the road. This is exactly how it will be in real life. Please take note.

Be careful not to confound car traffic to make it easier for bikes - while making accommodations may make sense, sure it is safe and easy for motorists and bicyclists... keep the bikes entirely separate where possible - even an adjacent 'lane' can be dangerous - bikes often don't stay in those lanes, veer into traffic in which case it is better they use a car lane where it is predictable at the least.

I commend the city for trying to make 9th south a transit corridor. I have concerns on multiple fronts, including, with easy access to our neighborhood, it makes it easier for criminals to access our homes and businesses. I am not the only person in the neighborhood that shares this concern. In terms of the bike path, I am a recreational bicyclist, but I cannot ride up 9th south. It's too steep for me, and I even with an e-bike, I don't want to be breathing in the exhaust of all the cars on 9th south. Closing off Gilmer and making it a biking/walking corridor seems like a much better idea because even I can get up Gilmer Drive on my bike, and I see advanced cyclists all the time going up Gilmer - probably because it's a much more pleasant route than scaling 9th east. In terms of the Gilmer intersection, other than closing the street off, I don't see any of the other options as viable alternatives. A T into 11th east is stupid because the cars are backed up on 11th east for days in the mornings, and the police should come and ticket the customers of the coffee shop because they block the entire street trying to get a \$5 latte. Second, a roundabout is going to be total chaos. It's expensive and people in the US do not understand how to properly navigate a roundabout. I live on Gilmer Drive, and I don't see either of these as viable alternatives. Closing the street off, making it a pedestrian and biking street is the best option as it allows the public to use Gilmer and enjoy its beauty (trees, houses etc.). From reading the material, I realize it's more difficult for emergency services, but why can't they close the street off, leave it a street and put those yellow pylons into the street so cars can't access, but EMS can remove them if needed? I see this solution all over the city - they have this exact situation on the U campus up by the College of Pharmacy building. For one, I am not a huge fan of spending a ton of time and energy reimagining that corner when it's easy, cheap and effective to close the street off, make it an automatic bike path that everyone can use, and skip all the rest of the proposed construction. Seems like a no-brainer to me. Cheap, easy, effective. Case closed in my mind.

Do not waste money on a bike lane! We need the parking, and 900 south is already congested. People are very unlikely, bike, path or not, to cycle up 900 south. It is too steep and in the winter, even more hazardous. As a home owner in the area, the parking on street is already intolerable. Half of the time I can't find a place in front of my own home to park. Please consider this. Putting in a bike lane is not going to encourage more people to ride bikes - and will take away parking that we desperately need now. Please be realistic.

I recently read a study of open intersections causing the least number of pedestrian/vehicle accidents. Has this been considered? I think second best option is a roundabout. Keep it simple. Don't make another intersection like the expensive confusion at 200W & 300S - too many colors and signs and you don't know where to look. A simple roundabout is the best solution. Pedestrian paths can be delineated with red brick, as with downtown.

1) I bike regularly and always choose to take my high quality road bike up a Gilmer to 1300 E. An improved crossing at Gilmer/1300 E would be great. I have never attempted the route straight up 900 S hill - it is SUPER steep. And I'm someone who regularly rides up our local canyons. An uphill bike lane there would be a waste. And downhill bikes can ride with traffic. I also drive through the 5-way intersection daily and it is typically utter confusion, so I appreciate the move to redesign it. Would love to see the Gilmer spur shut off to cars and left open to bikes. I am concerned with all designs that the coffee stand line will not have room to be out of the way while maintaining visibility for intersection traffic. Please leave space for the cars to flow in/out.

You didn't give us the option of "None of the above". Survey is skewed to like one of the ridiculous ideas.

Traffic calming is essential in this neighborhood. Average speed of vehicles on 900 S between 11th and 12th E is around 40 MPH. Anything that can slow traffic down would be a great improvement for pedestrians cyclists and even other cars. Thanks for listening.

If you're going to add bike lanes to both sides, a separate/non-shared lane seems the best option. People seem to avoid biking it due to the hill and the traffic. The hill adverse folks will still take Gilmer but the rest would use a lane if it's not shared. Most people driving on 900 S do not observe the speed limit. It's unsafe.

Good point on e-bikes. I would ride up 900 S by myself, but would take Gilmer if I'd have our kid in a tow. If I had an e-bike, I'd be more likely to ride up 900 S even with the kid since it's shorter. Still, the trouble with this part of the trail (up to 1300 E) is what to do east of 1300 E. 900 S east of 1300 E is narrower so we'd have to share the road with the cars - not very comfortable with a kid. Gilmer is calmer, but, crossing 1300 E is a challenge and one still has to deal with no bike lane at the twist of 1500 E and the short stretch of 900 S to Greenwood. I am hoping that the City is having some sort of plan between 1300 E and Greenwood, or at least are thinking of alternatives. What I'd suggest would be to get rid of the on street parking between Gilmer/1500E and Greenwood/900S and mark it as a buffered bike lane instead. That would kill two birds with one stone. 1. Have a comfortable continuation of 9 line trail. 2. Make daily commute from the neighborhood to the U much more comfortable - as that stretch is the only one without the bike lane at present. This should be very seriously considered for the reconstruction of 1500 E planned for this summer.

I really like the pop up idea and I'm very excited to see it in action.

Showing Records: 1 - 51 Of 51

Q16 - Are there any issues you would like to bring to the City's attention? If you have a specific concern, please share it with us.

Are there any issues you would like to bring to the City's attention? If yo...

Traffic circle awful for bikes and peds. Hopefully, project will result in traffic calming. There is NO speed enforcement in SLC. Speeding is prevalent and excessive. Red light running is out of control. Traffic lights are horribly out of balance. Favored commuter routes are much longer than cross streets and remain at these settings 24/7 365. And of course, making a left turn is always life threatening. Hard to imagine a worse traffic management plan.

Can you bury the power plant between 800 and 900 s on McClelland street to reduce noise and open the view?

There is more traffic on 1100 East and it is becoming harder to cross for pedestrians. There needs to be a Hawk signal at Kensington and 1100 east to line up with the hawk signal at Kensington and 1300 East. The 1100 th and Kensington hawk signal would also improve access to the new McClellan trail.

I'm frustrated that the spring street cleanup has been abandoned. Most of what I've seen in the street during this time has been organic yard material. Now we're supposed to put in our brown bins. But my brown bin is 3/4 full in the spring/summer. My understanding is that the "on call" dumpsters won't take organic material. So you've basically stopped the program all together.

T to 11 E is way to tight. To much traffic there already with the coffee shop. Not a good option.

A left arrow at 9th south and 1300E would help a lot especially during normal commute times

The current design of the intersection at 900 South and 1100 East makes it one of the most confusing in the city. People are constantly honking and having near misses. Pretty much anything would be an improvement. Also, why is there no parking allowed on the east side of 1100 East just north of 900 South? More parking is needed there for residents and for people headed to Cafe Espresso.

Please add some kind of flashing lights or a yellow light to the crosswalk that crosses 900 S. at Lincoln St.

From 900 E. to 1300 E., 900 S. needs to be repaved along with 1100 E from 900 S to I-80. The 900 S trail should also connect to the heart of Sugar House via 1100 E. freshly paved. These roads may be the worst in the state and they should be the crown jewel of cycling roads. By this you connect Liberty Park, Emigration Canyon, Hogle Zoo, Sugar House Park, Fairmont Park, and fantastic retail for people to cruise around, shop and enjoy the city.

We always spend money on junk! Very rarely do we spend on great projects like the trees planted in the middle of Foothill Drive above Michigan Ave. They get better every year. Not like the kitschy "street furniture" you see on Main & 9th & 9th.

It is crazy to think people are going to ride up 9th S hill. Give me "legitimate" statistics on this issue. I've biked in Europe, Lotoja, etc. I would never choose 9th S hill. The city always says, "Let's support your local businesses" Let's make sure whatever decisions have or will be made continue to support traffic flow (car, pedestrian, cyclist) to these businesses. If it's too hard to park or too hard to get to 9th S community, people won't come ...

Way too much sex trafficking and crime in Liberty Wells area

People going both north and southbound on 1100 E are CONSTANTLY holding up traffic to turn left over the double yellow lines of 11th E between 21st S and the I-80 overpass. Or there are pedestrians trying to cross without going to the cross walks. Can you add a permanent median to 11th E through the Sugarhouse business district and another pedestrian crossing. It's getting dangerous!

The intersection if 900 south and 1300 east.

1100 E is in horrible shape; needs repaving.

Pot holes horrible roads need to be repaire. A round about is a joke at this enter section. Really u want to add more bikes on 900South. Nope

More attention to pedestrians - better crosswalks, bus stops etc. SLC spends too much on bikes and not enough on pedestrians and pedestrian safety.

The roundabout seems nice but it will be a disaster for pedestrians and difficult for bikes. That combined with the expense seems like a deal breaker

We bike Gilmer, half way up to 1200 E, daily to multiple times per work day to avoid the 5 way at 1100 E. The intersection at 1200 E is dangerous for pedestrians/cyclists, because there isn't a flashing light to tell motorists they exist. It would be nice if there were a way for a cyclist to hit the flashing lights on 1200 E across 800 S. In your STRAVA heat map did you separate commuter data from cycling for fun data? I always log mine as commuter when commuting. E-bikes are changing the commuting game and will bring people to use direct routes when safe. 900 should have more bicycle commuters than 800 as it is a more scenic route to get to the VA and U. If a bus has to stop in the bike lane with the protected lanes forget about it...first time that happened when I am pulling the kid in the trailer and I would never ride that route again. Too tough to start uphill.

Paint the lines for car lanes, bikes, etc. all over town. you need a legend for the diagrams. what are orange circles? green circles? Need legend for heat data, pink is most? what is least?

You should really fix the typos in this survey.

Public transportation is a must for our City's prosperity. We've invested millions in to parking, now it's time to invest in fast, efficient public transit and complete streets that are accessible for bicyclists. Incentives for purchasing/ having an electric bike?

Above answer

Traffic on Belmont Ave frequently blows through the yield sign at 1000 East without even slowing down. It should be a stop sign instead.

Why does my ethnicity/race matter on this issue?

Do not block Gilmer at the 5-way stop at 900 South 1100 east. It will lead to a nightmare getting out on snowy days and major traffic issues on many days (not to mention snowplow and garbage truck problems and damaged cars from them backing up on Alpine place and the dead end you will create). You will box 15-20% of the neighborhood in if you block that road - not cool to us even if the other 75% think a little less traffic is better. It would be better to do NOTHING than choose that option. The T-option is better but still crazy unless you close the coffee shop to alleviate traffic parked in that intersection (the coffee shop creates the most traffic issues as people just park mid street with their blinker on - if you then route the T-intersection into that mid-street parking lot with no option of getting around those cars it will be gridlock during morning rush hour). So let the coffee shop have its nice little business and let the homeowners drive out of their homes and the fireman, snowplows and garbage trucks get into our homes by creating a round about or please leave it as it currently exists if it costs too much to do it properly.

See above

While the Strava data is a nice way to attempt to see the patterns of bikers through the city, it is not a complete representation of bicyclists in the city. Strava users tend to be people whop track their rides because they are riding for enjoyment or exercise, not everyday bicycle commuters. It's a nice idea to think that this city will become less car dependent in the future, but for now we a fraught with residents and daily commuters that still rely solely on autos as their main transportation (large SUVs and trucks too). I want a more bikable and walkable city with increase public transportation too, but it can't be completely at the expense of autos. THis rings especially true in the 9th & 9th neighborhood where residents are seeing increase pressure from careless driving and parking from people commuting to the destination. DO not make this worse for us by making driving in this area more difficult, which but the safety and happiness of residents here at more risk.

I know it's the human condition to "try and make our mark" on the jobs that we do and the services we provide. The city seems like they are really overthinking this Gilmer intersection and bike corridor, proposing solutions to problems that frankly don't exist. People are using Gilmer Drive now as a biking thoroughfare - it's easy, it's beautiful, and it costs almost nothing to close the street and make it an "official" bike path. That saves having to do anything with 9th south, which frankly, no one is ever going to bike up (if it was such a great route, people would be using it now, and they don't - I've never seen a single person, even the elite bikers, riding up 9th south). Closing Gilmer to everything except EMS traffic is a good answer, and it's nearly free. That intersection is always going to be a nightmare, no matter what you do, so why not pick the easiest and cheapest option and call it a day? Or, for a very small amount of money, try closing it off with the EMS pylons and see what happens. I guess my point is it seems the city is overthinking the problem, and avoiding the easy, cheap solution because it's not sexy.

Above. Please consider home owners and the extreme deficit of parking already in this area. With a new building going up on Lincoln things will get even worse. Love the "green" idea, but in reality not everyone's lifestyle is conducive to this. Consider both sides of fence please.

Please do not overly complicate this. A small roundabout will work great here.

Speed limits in Sugarhouse in particular Post Office and 1100 and 2100 traffic needs to slow down. We need signs.

Street conditions are poor throughout that neighborhood... Gilmer, 1100 east, 1300 south, 1700 south. Traveling these roads by car is annoying. Traveling them by bike is treacherous. Even existing bike lanes are full of gravel, deep cracks, and potholes, making cyclists have to weave around them. Folks in cars do not appreciate the danger and don't give cyclists enough space, becoming annoyed that they are off the shoulder or out of bike lanes. People will be killed. Please fix.

On the n/e corner of Emerson street and 1100 east, there is a giant bush in ladies yard that pushes cars far out onto road to see and is very dangerous to peds and cyclists. Bush should be illegal! All these new housing projects are great but please include parking!!! Cars aren't going to stop existing just because there's no spots!

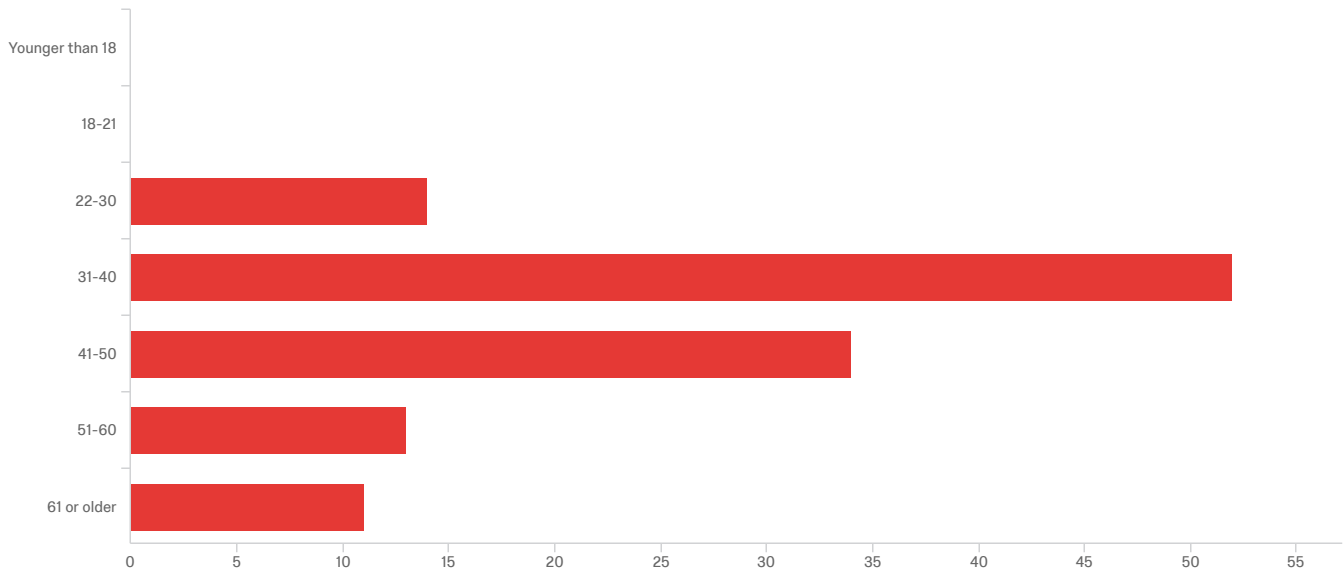
The taxation poll and this one require us to like something on it when there HAS to be an option of not liking any of it. Otherwise, you're not doing your job correctly.

I believe a roundabout solves the 5 way stop problem without closing Gilmer. Secondly, many of us on 900 S do not have driveways and need the street parking. Personally, I'd rather have the bike lane between parked cars and downhill traffic.

Reemphasising on the 1500 E reconstruction between 900 S and 1300 S, get rid of on street parking on the stretch with no bike lane near 900 S and make there a buffered bike lane instead.

I think street connectivity is important and therefore am concerned about a closure of Gilmer. Testing with a pop up is a great idea.

Q29 - What is your age?

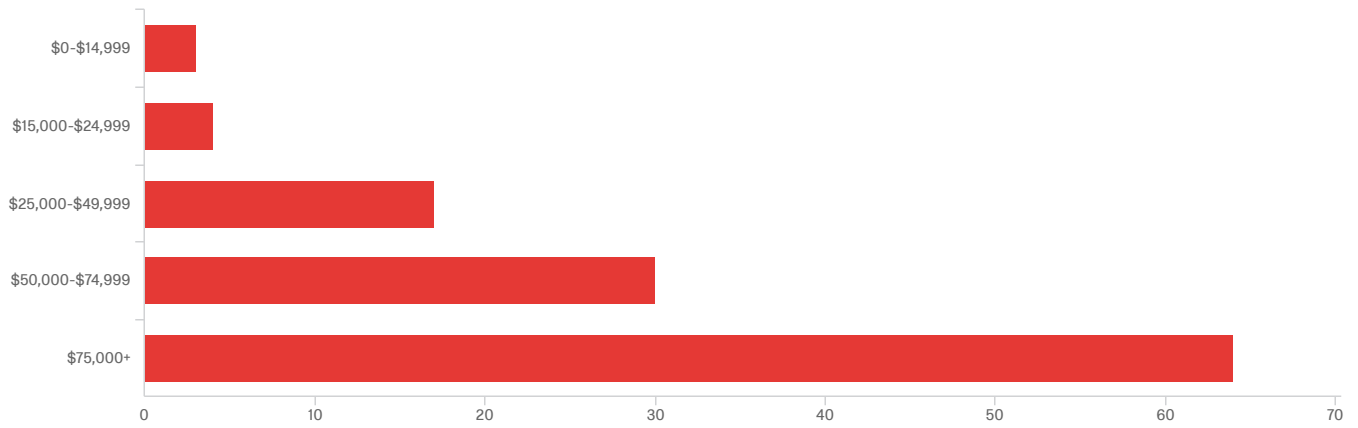


#	Field	Choice Count
1	Younger than 18	0.00% 0
2	18-21	0.00% 0
3	22-30	11.29% 14
4	31-40	41.94% 52
5	41-50	27.42% 34
6	51-60	10.48% 13
7	61 or older	8.87% 11

124

Showing Rows: 1 - 8 Of 8

Q30 - What is your individual income level?

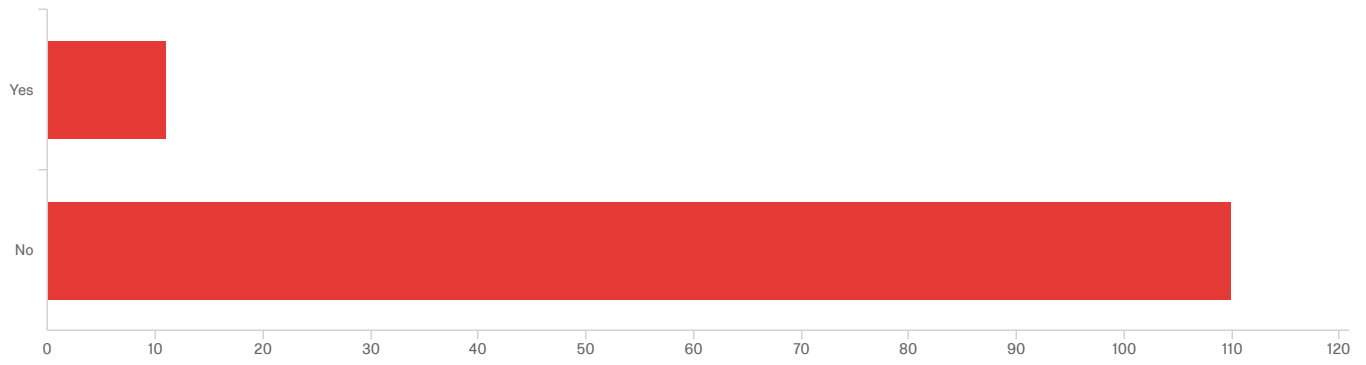


#	Field	Choice Count
1	\$0-\$14,999	2.54% 3
2	\$15,000-\$24,999	3.39% 4
3	\$25,000-\$49,999	14.41% 17
4	\$50,000-\$74,999	25.42% 30
5	\$75,000+	54.24% 64

118

Showing Rows: 1 - 6 Of 6

Q31 - Are you a student?

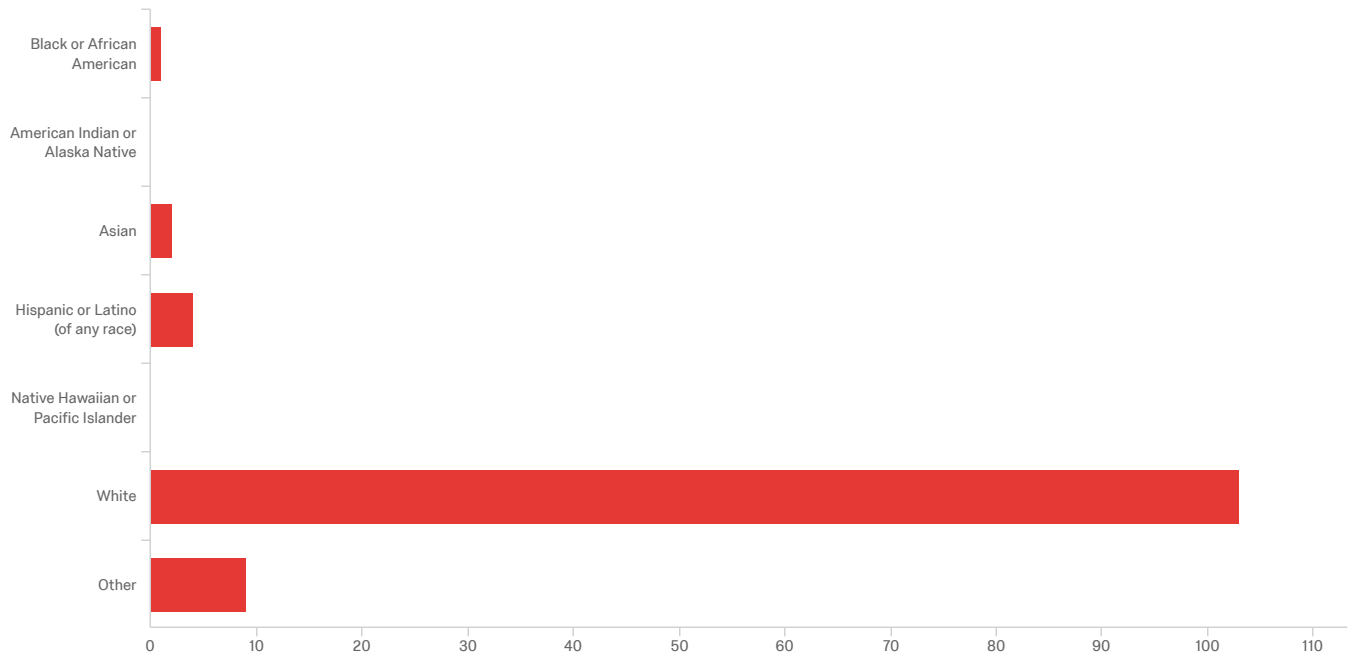


#	Field	Choice	Count
1	Yes	9.09%	11
2	No	90.91%	110

121

Showing Rows: 1 - 3 Of 3

Q32 - What is your ethnicity?



#	Field	Choice Count
1	Black or African American	0.84% 1
2	American Indian or Alaska Native	0.00% 0
3	Asian	1.68% 2
4	Hispanic or Latino (of any race)	3.36% 4
5	Native Hawaiian or Pacific Islander	0.00% 0
6	White	86.55% 103
7	Other	7.56% 9
		119

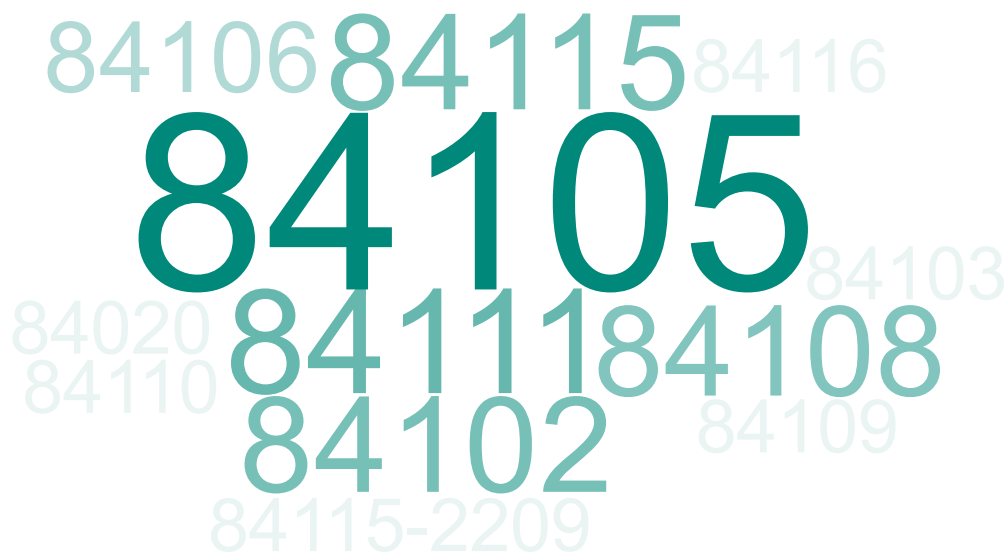
Showing Rows: 1 - 8 Of 8

Default Report

900 South Reconstruction "Pop-up" Intersections

May 1, 2018 9:06 AM MDT

Q28 - What is your ZIP Code?



End of Report